# ANNUAL REPORT

# 1955





## PORT OF BOSTON COMMISSION

Public Document No.

THE COMMONWEALTH OF MASSACHUSETTS

# SECOND ANNUAL REPORT

of the

PORT OF BOSTON COMMISSION

to the

GENERAL COURT

Under Chapter 608 of the Acts of 1953

**********

January 1956

**********

THE COMMONWEALTH OF MASSACHUSETTS

PORT OF BOSTON COMMISSION

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William H. Gulliver, Jr., Chairman

John T. Lang

James J. Healey

Lawrence E. Petersen

Richard I. Goodrich

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THE COMMONWEALTH OF MASSACHUSETTS

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Port of Boston Commission
Commonwealth Pier, No. 5
Boston 10, January, 1956

To the Honorable Senate and House of Representatives:-

Transmitted herewith is the Annual Report of the Port of Boston Commission for the fiscal year 1954-1955 in accordance with Chapter 608 of the Acts of 1953.

Very truly yours,

PORT OF BOSTON COMMISSION

John F. O'Halloran
Director

# SECOND ANNUAL REPORT OF THE PORT OF BOSTON COMMISSION

To

HIS EXCELLENCY, THE GOVERNOR

and the

GENERAL COURT

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The second annual report of the Port of Boston Commission created pursuant to Chapter 608, of the Acts of 1953, covering the fiscal period, July 1, 1954 through June 30, 1955, is presented herewith. The members of the Commission during this period were William H. Gulliver, Jr., Chairman, John T. Lang, Edward L. Cochrane(resigned as of January 1, 1955), James J. Healey(appointed 1955), J. Douglas Dawson, and Richard I. Goodrich.

The past fiscal year has witnessed improvements in the facilities, conditions, services and volume of cargo at the Port of Boston but such improvements fell short of the goals of the Commission. Improvements in facilities include (a) the completion of East Boston Pier, the most modern and efficient finger pier in the country, for general cargo and of a new access highway thereto, (b) the virtual completion of repairs and improvements of Hoosac Elevator and the restoration thereof to service, on an improved basis, (c) the initiation of the new access highway to Mystic Pier # 1 and (d) the beginning of the significant rehabilitation of the Boston Army Base, scheduled for completion early in 1957, a lease of which to a competent and experienced Terminal operator is presently being considered.

The Commission was seriously hampered and disappointed in the inability, due in part to engineering difficulties and delays and in part to financial limitations to make the desired and expected improvements and modernization at Castle Island and Commonwealth Pier # 5. The contemplated improvements at Castle Island, detailed in the Engineering Division of this report, are essential to the safe and efficient operation and full exploitation of this potentially great facility. Engineering plans and specifications necessary to call for bids for enlargement of Transit Shed # 1 were not ready until late in the fall of 1955, and a bid has just been accepted therefor, which calls for completion early in 1957, many months after the original goal date. Furthermore, costs have so risen since the original appropriation of $1,200,000 in 1952 (which could not be employed until a lease of the facility was signed in 1955), that further funds must be sought from the General Court to complete the essential program of repair and improvement and in the meantime the facility must be operated at greatly reduced efficiency and the Commonwealth, until certain improvements have been made and sums expended, must accept reduced rent from the lessee thereof. The program of improvement and modernization of Commonwealth Pier # 5 has been similarly deferred by engineering delays and cost increases over original estimate of cost, - part of the program involving engineers' estimate of cost of about $900,000, produced a low bid of $1,364,000, more than 50% in excess of the estimate of cost, resulting in the necessity of drastic revision of plans and procedures, with consequent severe delays.

An important collateral effect of the delay in completion of repairs and improvements at Castle Island and Commonwealth Pier # 5 has been deferment of negotiation for the lease of Commonwealth Pier, since the Commission could not deliver possession to a lessee without substantial disruption of many existing relationships.

There have been some improvements in reducing the cost of handling cargoes at Boston and in steamship and other services to and from Boston but not enough. The Commission continues vigorously to seek further cost reductions and further services to improve the competitive position of the Port. As stated more fully in the Traffic Division of this report, the Commission has taken an aggressive position before the Interstate Commerce Commission in many cases involving rates and practices, particularly seeking parity with Baltimore and Philadelphia in rail rates for iron ore importations. The Commission is about to embark on a tremendously important and strenuous effort, in collaboration with the Port of New York Authority, to obtain parity of rail rates to the great mid-west territory for commodities generally, with Baltimore and Philadelphia. Such efforts are and will be bitterly contested by Baltimore and Philadelphia and several years will pass before a final decision will be reached. A decision favorable to Boston should have very significant effect on the total volume of cargo through and number and directness of sailings to and from Boston.

So far as concerns total waterborne commerce of the Port of Boston, the calendar year 1954 produced slightly less total tonnage than the calendar year 1953 (see Commerce Division section of this report ) but this trend was significantly reversed with substantial increases in both export and import tonnage during the first six months of 1955 as compared with the corresponding period of 1954 and we believe this favorable trend continued throughout the calendar year 1955.

The General Court acceded in substantial part to the request of the Commission for additional funds for the promotion of the Port by appropriating $80,380 for fiscal 1955-56, including therein funds for prosecution of the rate cases referred to above. Such funds, while very substantially less than available for promotion of other ports with which Boston must compete, is nevertheless very significantly more than has heretofore been available to the Commission and we are grateful for this evidence of confidence in us in a year when the Commonwealth was hard pressed to balance revenue and expense. We are doing our best to expend said sums thriftly, wisely and effectually. Since the end of the fiscal year, we have engaged two additional traffic solicitors, a publicity director, and a Washington representative who shares office space in the District with the representative there of the Massachusetts Department of Commerce. The Commission was much pleased with the quality and experience of the several men who applied for the position of traffic solicitor and publicity director and particularly with those

who were chosen after study and interview. The Commission, after careful search and discussion with numerous members of the Massachusetts Congressional delegation, have chosen Frank Hickey, a native of Woburn, but for many years a resident of Washington while associated with the Federal Maritime Board and its predecessors and other Federal Government agencies, as its Washington representative, to be particularly concerned with solicitation of government cargoes. Mr. Hickey is widely known and respected in Washington, is tremendously interested and conscientious in his new work and we are confident that he will be successful in aiding Boston to obtain its fair share of the huge government business. He fills a need which the Commission and the Massachusetts Congressional delegation have been pointing out for sometime. We believe that the General Court, in providing the funds necessary to engage Mr. Hickey, our new traffic solicitors and a publicity director and for other promotional services, has made a good investment.

The Commission has continued to meet periodically during the last fiscal year with Reverend John F. Powers, arbitrator of controversies affecting water front labor and with representatives of the several unions involved, with a view to creating and maintaining good understanding and relationships in labor matters affecting the Port. We believe these meetings have been productive and that the men fully realize that the Commission is using its best efforts to increase the volume of business at the Port, that they are among the principal beneficiaries of any such increased activity, and that they

must make their contribution to greater efficiency in cargo handling and to cost reduction, if efforts to bring and retain business here and to establish and maintain Boston as a competitive port, are to be successful. We believe labor relations in the port are good. Except for brief difficulty at Castle Island, there were no work stoppages during the last fiscal year. The Commission is to undertake a study to determine costs of handling comparable cargo at the several North Atlantic ports with a view to dispel any contention that Boston is generally a high cost port, or to seek to overcome or reduce any general cost differential adverse to the port, to restore its competitive position. So far as we have been able to ascertain, there is no adequate carefully prepared up to date study of such costs currently extant.

During the last fiscal year, the Governor recommended to the General Court and is reiterating this year, the creation of an autonomous public agency, to be known as the Massachusetts Port Authority, which would include among its properties and operations, those now held and conducted by this Commission. This Commission heartily approves such recommendation in principal if on the completed study, the proposal is financially feasible, and the Chairman of the Commission urged the adoption of such a measure last May at the Boston College Seminar and on numerous other occasions. This Commission, unlike many other state agencies, is constantly in direct competition, in its operations with private concerns and autonomous public agencies at other ports, capable under their form of organiza-

tion of adopting at will and immediately putting into effect, policies and procedures, deemed to be for the best interests of the port which they serve. This Commission is subject to control in detail by other state agencies, frequently more than one on a particular matter, and much time and repeated effort must continuously be expended, even with the best of good will by such other agencies, to obtain action upon a request by this Commission, with resultant long delays and frequently lost or reduced opportunity or enhanced cost or loss of revenue. The Commission has no funds except such as the General Court may see fit to appropriate once a year, since all revenues from Commission operations flow directly to the Commonwealth treasury. The Commission is forced to predict its needs for competitive and rapidly changing operations and needs, more than a year in advance, with substantially no opportunity to obtain further funds to meet some emergency or contingency, unforseen and hence unprovided for, in its request for appropriation. In the tight Commonwealth budgetary situation, which has recently prevailed and seems likely to continue, the General Court is naturally reluctant to appropriate a fund for contingencies. Under budgetary procedure, the Commission cannot, except within narrow limits, transfer excess fund from one of its accounts to provide for deficiencies in others. The result is unforseen emergencies, needs or contingencies cannot normally be taken care of until the next session of the General Court with consequent loss of opportunity, revenue, or enhanced cost. The Commission cannot move promptly and

[illegible]

decisively, as can its principal competitors, to seize an opportunity or overcome a deficiency. A business organization could not long survive subject to such hampering controls and limitations, yet this Commission, unlike most state agencies, must operate as a business to compete successfully with other ports, which are operated by autonomous agencies conducted on a business basis. The business of the Port cannot be conducted with proper efficiency if its managers must be the supplicant of the General Court as the sole source of operating funds, or of other state agencies for approval of its policies and procedures. Such managers should be autonomous, as proposed by Governor Herter.

The Commonwealth was very fortunate in obtaining on February 15, 1955, as Director of the Port of Boston Commission, John F. O'Halloran, of Milton. Mr. O'Halloran, age 48, has been connected in private employment for many years with a variety of waterfront and related activities and possessed ready made, without any prolonged period of training and indoctrination, the skill and experience necessary for the chief operating officer of the Commission. He is universally liked and respected by the entire waterfront community. He is firm and aggressive but diplomatic. He is conscientious and imaginative in the performance of his duties, to which he is devoted. He has brought about an internal reorganization of the Commission's staff, which has placed employees in the position where their potentialities could best be realized and thereby increased efficiency, without alienating feelings.

He has called and participated in many meetings of various segments of the shipping community, to promote business and overcome difficulties and deficiencies. He has successfully solicited government and private cargoes and contributed to the settlement of labor questions.

During the 1st fiscal year, operating revenues of $821,603 exclusive of land sales and interest on Bonds sold, exceeded operating expenses of $538,630, by $282,973, an amount sufficient to pay interest on funded debt and with non-operating revenues to make a substantial contribution to debt retirement. Revenues will substantially increase during the current fiscal year as (a) rental will be payable on the new East Boston Pier during the entire year, (b) rental for the Hoosac Grain Elevator will be restored and increased as a consequence of the completion of repairs and improvements and (c) rental of Commonwealth railroad yards has been increased from $15,000 to $74,000 per year. It must constantly be borne in mind in contrasting, revenues and expense including debt retirement, that a substantial part of the debt to build our new facilities, which have an expected life of more than 50 years, was written to mature serially over a 20 year period so that debt is being amortized much faster than the facilities are depreciating, with a resultant distortion of revenue and expense during the early years of debt retirement.

The Commission expresses its appreciation of the aid and counsel of Governor Christian A. Herter, the full cooperation of the General Court, and the several agencies of the

Commonwealth with which the Commission deals, including the Commission on Administration and Finance, the Office of the Attorney General, and the Department of Commerce, the advice and cooperation of the Advisory Council of the Port of Boston Commission and of the various organizations concerned with the operation and development of the Port and for the continuing promotion of the Port.

On the following pages will be found the detailed information required by Chapter 608 of the Acts of 1953, prepared by the staff of the Commission.

Respectfully submitted,

William H. Gulliver, Jr.,
Chairman

John T. Lang

James J. Healey

J. Douglas Dawson

Richard I. Goodrich

[illegible]

## SECTION I.

## PROMOTION and SOLICITATION

Selling the Port of Boston is the duty of Promotion, Marketing and Traffic Division. The activities of this Division are as follows:

Solicitation of shippers is carried out by the Division subject to limits of available personnel and travel and expense funds. This is a continuing process, or rather it should be, but due to monetary restrictions the activity of the Division in this field has been hampered. It is in promotional activity that other nearby Atlantic Coast ports have been able to reach into territory where the Port of Boston enjoys a cost advantage and literally "steal the sale". The addition of two traffic-solicitors by 1955 appropriation will materially correct this situation. The activities of the solicitation representatives of the Port of Boston include, but are not limited to, personal calls upon business and industry of New England, upper New York State, the middle west and other areas which may be served through the Port, steamship companies, railroads and trucking companies to persuade and encourage them to use the Port of Boston, and as a result thereof to increase the industrial potential of the Commonwealth. Solicitation representatives attend conventions and business meetings of the various trade and business associations for the purpose of disseminating information on the Port of Boston and to obtain factual information relating to business and trade conditions pertinent to intelligent and successful promotional endeavors.

The solicitors of the Port of Boston Commission have no preference or interest in any one particular segment of the transportation industry and have the prestige of the Commonwealth as an entree to industry and business. Improved and increased solicitation of the Port throughout the entire eastern seaboard, with particular emphasis on the New England area, we are certain will result in increased movement through the Port of Boston.

The activities of the solicitation representatives have resulted in increased general cargo movement, and of particular importance, their calls on business have resulted in a greater awareness of the Port's value and its potential in increasing the business of the Commonwealth.

Future plans of this Division are pointed toward going beyond a solicitation of those shippers using this port or some other port. The Promotion Division is cognizant of the fact that it is hard pressed to make calls on all present day shippers, and therefore, it must supplement its calls with other services in the form of statistical and other information necessary to the business interests of the area. It must also look into the development of new markets. The opportunity of opening new trade, is the here now through the reciprocal trade policy of the Federal administration in the expansion of world trade. It is necessary, not only to the Port of Boston and Massachusetts but also to the entire New England states, that the Port, its progress and importance, be brought to the attention of business and industry of the area.

New and Improved Steamship Services:

Several new and improved freight services were during the fiscal year 1954-1955 through New England exporters' cooperation

with the Port Commission's trade surveys and Export Information Service.

The Export Information Service provided the New England exporters with a clearing house where small shipments could be consolidated into a sizeable package to attract steamship operators to the Port.

New Services to Antwerp, Rotterdam and Amsterdam:

In the port's best trade route to Antwerp, Rotterdam and Amsterdam, the United States Line offered a direct sailing every second week. During the intervening weeks, Black Diamond Line offered and "express" service - direct from New York three days after Boston.

Both lines served Scandinavian and Baltic ports by transshipment at Antwerp, Rotterdam and Hamburg. Holland American Line also offers bi-weekly service in this route.

Yugoslav Line made its first appearance in the Port on August 26, 1954 when the S.S. ORNA GORA accepted offerings for the ports of Casablanca, Tangier, Genoa, Trieste and Rijeka.

She was followed by the S.S. SLOVENIJA on September 24 and the S. S. HRVATSKA on October 8th and December 23rd.

Chargeurs Reunis inaugurated service on December 26, 1954 with the sailing of the S.S. Beyla to the West African ports of Abidjan, Takoradi, Accra, Lome Cotonou, Lagos Apapa, Port Harcourt, Duala, Libreville, Port Gentil and Pointe Noire.

This service continued through the year 1955 bringing large importations of mahogany logs and accepting a varied assortment of New England manufacturers for export.

Cunard Line increased its regular service direct to London by three additional sailings on January 7th, March 11th and April 20th

carrying substantial exportations of frozen meats which originated at various distant points such as New Jersey and Illinois.

Grancolombiana Line on November 23, 1954, started an experimental service between Boston and Colombia and Ecuador which proved so lucrative that they inaugurated two services from Boston to the Caribbean and Central America.

Throughout the year 1955, this line offered direct service every two weeks to Santiago, Cuba; Port-au-Prince Haiti; Cartagena, Barranquilla, Buenaventura, Colombia and Quayaquil, Ecuador. They supplemented this with a direct service every two weeks to Havana, Tampico and Vera Cruz.

American Pioneer Line established a new export service in March, 1955 which offered through bills of lading on shipments destined to Noumea, New Caledonia and a new monthly sailing to Papeete and Tahiti.

Alcoa Steamship Company:

A significant accomplishment of the Port Commission's efforts to supply New England manufacturers with additional steamship services was effected during the fiscal year 1954-1955 when Alcoa Steamship Company initiated on May 20, 1955 regular freight service between the Commonwealth of Massachusetts and Puerto Rico and the U. S. Virgin Islands, St. Thomas and St. Kitts.

With the resumption of service in this trade route which had been inactive since the days of the clipper ships, the initial sailing of the S.S. ALCOA ROAMER carried eleven hundred (1100) tons of New England manufactures to this new and expanding market.

Although some of this cargo normally moved to Puerto Rico via other North Atlantic ports, the savings realized on inland transportation by a Port of Boston lading enabled the

New England manufacturer to strengthen his position in this market by reducing his sales price.

However, approximately fifty percent of this cargo consisted of new Massachusetts manufactures which could not be sold without the availability of a water-borne transportation service from a New England port.

Shoes, shoe findings, cast iron pipe, soap, detergents and foodstuffs lead a list of diversified commodities originating in all the New England states.

Potash from Florida, hogsheads of rum from the Virgin Islands, cases of bottled rum and manufactures from Puerto Rico were the chief items of the North-bound cargoes.

terminal operators established, as of July 1, 1955, a schedule of "Uniform Rates and Conditions", applicable through-tariffs at all public terminals for waterborne commerce. Prior to July 1, 1955, there existed throughout the Port, systems of rates and conditions varying in amount of charges, and conditions of usage, which left the shipper and consignee uncertain as to the probable cost and conditions of usage. These facts were unknown to them until the vessel docked at the selected pier. The establishment of uniform practices and rates assures port users of prior knowledge of terminal cost and conditions.

The Traffic Division initiated, or took part, in the following individual rate adjustments:

Silica gel catalyst from Cincinnati, Ohio
Abrasive cloth and paper from Niagara Frontier
Containers from Chicago
Abrasive ore from Ontario
Alcoholic liquors from Windsor, Ont.
Aluminum sheets, coils, etc., from Cap de Madeline, Que.
Writing ink from Menomie, Wis.
Machinery from Lima, Ohio
Liquid Styrene from Institute, W. Va.
Sugar, North Atlantic Ports to Pittsburgh - Docket 6366
Dates to Urbana, Ohio
Fluorspar & Gravelspar to Ohio points
Fluorspar & Gravelspar to Pennsylvania points
Manganese Ore to Milton, Ont.
Chicory Roots to Port Huron, Mich.
Bauxite Ore to Buffalo, N.Y.
Cocoa Press Cake to Chicago, Ill.
Manganese Ore to Buffalo, N.Y.
Figs to Chicago, Ill.
Ilemnite Ore to Byersville, O.
Manganese Ore to Madison, Wis.
Assembling and distribution of commodities in mixed carloads at Buffalo and Black Rock, N.Y.

Iron Ore:

The Ports of Baltimore and Philadelphia have for many years enjoyed lower inland rail rates on import iron ore destined to certain steel producing points in the Wheeling-Youngstown area.

Through the cooperation of New England railroads, equal rates were published to become effective in February 1953 from Boston, New York and Philadelphia. Baltimore immediately reduced its rates to retain its differential to Wheeling-Youngstown area and Boston, New York and Philadelphia again reduced their rates to the Baltimore level.

On petition of the Baltimore railroads and port interests, the Interstate Commerce Commission suspended all tariffs, and hearings were held in March and September 1953. The Examiner in his report recommended that the Interstate Commerce Commission find all proposed rates just and reasonable. In February 1954, however, the I.C.C. issued its decision, finding the rates proposed from Baltimore and Philadelphia were just and reasonable but denied equality to New York and Boston. In April 1954, the new Port Commission intervened. A petition for rehearing and reargument was filed by the Port of Boston Commission, local railroads and the New York interests. Petition was granted and hearings were held in Washington during November and December 1954.

Briefs were filed in March 1955. The Examiner's proposed report, as issued shortly after the close of the fiscal year proposing a substantial reduction in the differential against Boston and New York but not entirely equality of rates, was not acceptable to this Commission and other port interests, and has been protested. It is anticipated that findings will be issued in March 1956.

Overall Port Parity:

For many years there has existed what is commonly known as railroad rate differentials. These differentials establish lower rates from mid-west territory, commonly referred to as the "bread basket" of the country, through the Ports of Baltimore and Phila-

## SECTION III.

## ADVERTISING AND PUBLIC RELATIONS

The budget of the Port of Boston Commission for the fiscal year 1955, filed prior to the appointment of the present Commission, provided only $3,000.00 for advertising, printing and promotion. Included in the advertising requirement are such fixed annual charges as $2,855.50 for the printing of the sailing list of vessels from the Port of Boston, printing stationery and printing the annual report, leaving no funds for the advertising and promotion. The Commission was completely hamstrung by this mere token appropriation in selling the Port to those shippers who would benefit most by using the Port of Boston. The Commission endeavored to utilize the available funds, however limited, to the fullest extent through the media of mail, newspapers, trade journals, etc. It might be pointed out that in one day the New York Port Authority expended a greater sum in promoting a "New York Port Authority Day" in the Worcester area. The Commission appealed to the General Court for an increased appropriation for the fiscal year 1956 and the General Court adopted the recommendation of the Commission and granted an appropriation of $28,000.00.

The Commission in February, 1955 created a publicity department for the purpose of disseminating news and information on the Port to various port interests, port industries and the general public. Inquiries from the public and others covered a wide field, from questions on the capacity of the grain elevators from government officials to a call for help from a schoolgirl in New Hampshire scheduled to write a composition on the productivity of the New England States.

Through the cooperation of the newspapers, considerable publicity was given to the Port of Boston by such accomplishments as the largest single shipment of grain in the history of the port, using a tanker to transport cargo, the second time such a feat has been carried out from any port. The inspection of port facilities by Federal Agencies officials as the guests of the Governor was instrumental in obtaining for the port an increased share of government cargo. A large share of the credit must certainly be attributed to the use of publicity by the newspapers to correct many misunderstandings on the part of the general public regarding the eminence of the Port of Boston as a shipping center. The Publicity Department, through advertising, calls to the attention of prospective shippers the Port of Boston thus prepares the way for Port Traffic Solicitors and/or supplements their calls with suitable reminders of the Port and its advantages. The job of the Publicity Department is clearly cut-out. It is the duty of the Commission to restore the confidence of the people of New England in the Port of Boston. The Publicity Department has been designated to bring the facts to the attention of not only the general public, but especially to all shippers of the New England area, the tributory area, and the world of foreign trade originating and receiving cargoes passing through the NEW PORT OF BOSTON.

## SECTION IV

## COMMERCE

Analysis of commerce in the Port of Boston is handled by our Statistical Division to which is assigned the responsibility of accumulating information necessary to proper promotion of the Port, analyzing changes in trade conditions, imports, duties and current business trends as compared to the activities in other United States ports with particular emphasis on comparison with North Atlantic ports.

The Statistical information compiled and analyzed by the Division has been made available to port interests and the general public up to one year in advance of similar information from other sources. In addition, information on foreign trade is supplied to foreign consuls in Boston and elsewhere to enable them to analyze the portion of commodities passing through the port of Boston to and from the countries they represent.

The Port of Boston Commission proposes through its Statistical Division to perform, within limits, such statistical research and trade analysis as may be necessary to encourage New England business and industry to participate in world markets.

## BOSTON PORT COMMERCE

The total waterborne commerce of the Port of Boston, as compiled from official sources, is given below in tons of 2,000 lbs. The data are provisional.

| CALENDAR YEAR | TOTAL TONS |
|---|---|
| 1954 | 17,580,131 |
| 1953 | 17,803,354 |
| 1952 | 19,237,945 |
| 1951 | 18,976,880 |
| 1950 | 18,194,438 |

### COMPARISON

| | CALENDAR YEAR 1954 S/Tons | CALENDAR YEAR 1953 S/Tons | CALENDAR YEAR 1952 S/Tons |
|---|---|---|---|
| Imports | 4,623,216 | 4,972,908 | 4,958,366 |
| Exports | 431,517 | 309,851 | 420,438 |
| TOTAL | 5,054,733 | 5,282,759 | 5,378,804 |
| Intercoastal | | | |
| In | 252,925 | 245,138 | 207,387 |
| Out | 85,197 | 92,490 | 76,238 |
| TOTAL | 338,122 | 337,628 | 283,625 |
| Coastal | | | |
| In | 10,723,651 | 10,764,106 | 11,359,901 |
| Out | 515,308 | 424,827 | 618,247 |
| TOTAL | 11,238,959 | 11,188,933 | 11,978,148 |
| Intraport | 948,317 | 994,034 | 1,597,368 |
| TOTAL PORT TRADE | 17,580,131 | 17,803,354 | 19,237,945 |

### IMPORT AND EXPORT TRAFFIC (TONS OF 2,000 LBS.)

| CALENDAR YEAR | IMPORTS | EXPORTS | TOTAL |
|---|---|---|---|
| 1954 | 4,623,216 | 431,517 | 5,054,733 |
| 1953 | 4,972,908 | 309,851 | 5,282,759 |
| 1952 | 4,958,366 | 420,438 | 5,378,804 |
| 1951 | 5,300,446 | 430,720 | 5,537,166 |
| 1950 | 5,282,995 | 247,364 | 5,530,359 |

## GENERAL CARGO AND MISCELLANEOUS COMMODITIES

## HANDLED AT GENERAL CARGO PIERS

| CALENDAR YEAR | TOTAL | IMPORT | EXPORT | INTERCOASTAL IN | INTERCOASTAL OUT | COASTAL IN | COASTAL OUT |
|---|---|---|---|---|---|---|---|
| 1954 | 1,616,514 | 740,727 | 419,375 | 252,925 | 85,197 | 103,996 | 14,294 |
| 1953 | 1,678,436 | 894,752 | 306,497 | 245,138 | 92,490 | 126,749 | 12,810 |
| 1952 | 1,426,261 | 719,885 | 415,923 | 207,387 | 76,211 | 6,137 | 718 |

## TABULATION SHOWING CUSTOMS RECEIPTS BY TEN LEADING DISTRICTS. FISCAL YEAR 1954*

| DISTRICT | DISTRICT NO. | DUTIES AND MISCELLANEOUS CUSTOMS COLLECTIONS |
|---|---|---|
| 1. New York | 10 | $254,298,677 |
| 2. Massachusetts | 4 | 43,469,002 |
| 3. Philadelphia | 11 | 40,201,237 |
| 4. New Orleans | 20 | 19,325,004 |
| 5. Michigan | 38 | 19,266,469 |
| 6. Chicago | 39 | 16,413,752 |
| 7. Los Angeles | 27 | 16,337,386 |
| 8. San Francisco | 28 | 14,622,445 |
| 9. Maryland | 13 | 13,925,008 |
| 10. Buffalo | 9 | 10,141,538 |

### NEW ENGLAND CUSTOMS DISTRICTS CUSTOMS RECEIPTS

| | | |
|---|---|---|
| Connecticut | 6 | $ 1,594,762 |
| Massachusetts | 4 | 43,469,002 |
| New Hampshire & Maine | 1 | 2,411,504 |
| Rhode Island | 5 | 1,842,370 |
| Vermont | 2 | 4,122,754 |
| | | $53,440,392 |

* Released May, 1955.

NOTE: Provisional data on Customs Receipts for Massachusetts Customs Districts for Fiscal Year 1955:

Duties and Other Customs Collections Total.....

$48,338,730.92

TWENTY LEADING SEAPORTS AND THE TOTAL 1954 WATERBORNE COMMERCE

| PORT | 1954 TONNAGE |
|---|---|
| 1. New York Harbor, N.Y. | 137,353,454 |
| 2. Houston, Texas | 43,244,841 |
| 3. New Orleans La. | 40,560,350 |
| 4. Philadelphia,Harbor, Pa. | 40,278,970 |
| 5. Baltimore Harbor & Maryland Channels | 38,434,302 |
| 6. Norfolk, Va. | 26,211,832 |
| 7. Beaumont, Texas | 22,684,282 |
| 8. Los Angeles, California | 19,999,378 |
| 9. Port Arthur, Texas | 19,925,081 |
| 10. Boston, Mass. | 17,878,336 |
| 11. Corpus Christi, Texas | 14,915,183 |
| 12. Baton Rouge, La. | 14,574,571 |
| 13. Texas City, Texas | 14,388,797 |
| 14. Lake Charles, La. | 14,282,382 |
| 15. Mobile, Ala. | 13,873,167 |
| 16. Richmond Harbor, Calif. | 13,373,650 |
| 17. Portland Harbor, Maine | 11,782,242 |
| 18. Newport News, Va. | 11,590,696 |
| 19. Seattle Harbor, Wash. | 11,587,360 |
| 20. Portland, Oregon | 11,336,975 |

Source: U. S. Corps of Engineers, Annual Report.

## *VESSELS ENTERING BOSTON HARBOR

| CALENDAR YEAR | GENERAL CARGO | BULK CARRIERS | COLLIERS | TANKERS | TOTAL |
|---|---|---|---|---|---|
| 1954 | 1334 | 191 | 157 | 628 | 2310 |
| 1953 | 1250 | 194 | 209 | 621 | 2274 |
| 1952 | 1183 | 169 | 273 | 676 | 2301 |
| 1951 | 1237 | 189 | 274 | 620 | 2320 |
| 1950 | 1527 | 220 | 254 | 800 | 2801 |
| 1949 | 1329 | 206 | 268 | 762 | 2565 |
| 1948 | 1207 | 152 | 569 | 727 | 2655 |

*Over 1,000 Gross Tons

## IMPORT AND EXPORT AT BOSTON

Total of imports and exports registered a decline of 223,223 tons or 1.2% compared with the previous year 1953.

Imports decreased 349,692 tons or 7% at Boston while the total of United States imports increased one percent. The increase in the total of U.S. import tonnage was obtained chiefly from a large volume of import iron ore.

Boston's decrease resulted from reduced importations of petroleum, sugar, molasses, wool, pig iron, anthracite coal, woodpulp, lumber, potash and napthalene.

Exports from Boston increased 121,666 tons or 39% over the previous year 1953 while total United States exports declined three percent. The increased tonnages consisted of iron and steel scrap, wheat flour, newsprint, tallow, wool manufactures, paper and paper manufactures, dried milk and woodpulp.

NOTE:

Exports from Boston increased 151,004 tons and imports increased 505,752 tons during the first six months of the year 1955 as compared with the first six months of 1954.

INTERCOASTAL:

An increase of 7,787 tons of inward domestic cargo can be attributed to an increase of 30,000 tons in the receipt of lumber and a decrease of 22,213 tons of general cargo.

Outbound shipments decreased by 6,293 tons of general cargo.

COASTAL:

In-bound coastwise shipments decreased by 40,455 tons.

While domestic petroleum receipts increased 91,243 tons over the previous year, coal cargoes decreased 352,378 tons.

Only 157 colliers discharged domestic coal at Boston in the year 1954 as compared to 209 arrivals in the year 1953.

New England's use of piped natural gas has evidenced a definite effect upon water-borne fuel transportation.

Outbound coastwise shipments were swelled by an increase of 98,601 tons of petroleum which were trans-shipped from Boston to other New England small ports during a severe and prolonged winter season.

INTRAPORT:

Activity decreased by 45,717 tons due to fewer movements of coal and oil from large storage terminals to the port's various consuming industries.

REPORT OF WATERBORNE PASSENGER TRAVEL
BETWEEN THE U.S.* AND FOREIGN COUNTRIES

| | Europe | Asia | Africa | Oceania | North America | South America | Total |
|---|---|---|---|---|---|---|---|
| | | | ARRIVALS--1954 | | | | |
| Total | 441,726 | 59,520 | 3,170 | 3,050 | 104,645 | 14,463 | 626,550 |
| New York | 415,726 | 2,935 | 1,882 | 262 | 31,517 | 8,861 | 461,183 |
| Boston | 3,918 | 1,111 | 632 | 73 | 13,568 | 99 | 19,401 |
| Miami | 171 | 7 | ----- | ----- | 27,909 | 51 | 28,138 |
| New Orleans | 507 | 14 | 96 | ---- | 2,075 | 1,624 | 4,316 |
| Honolulu | 1 | 8,528 | ----- | 1,200 | 390 | 1 | 10,120 |
| Other Ports | 21,347 | 46,907 | 560 | 1,515 | 29,186 | 3,827 | 103,342 |
| | | | DEPARTURES--1954 | | | | |
| Total | 378,528 | 46,290 | 4,945 | 7,839 | 91,092 | 20,675 | 549,369 |
| New York | 354,786 | 3,859 | 4,457 | 164 | 36,990 | 15,580 | 415,836 |
| Boston | 2,450 | ------ | 82 | ----- | 711 | 6 | 3,249 |
| Miami | 8 | ------ | ----- | ----- | 29,421 | 3 | 29,432 |
| New Orleans | 963 | 84 | 222 | 34 | 2,873 | 1,547 | 5,723 |
| Honolulu | ------- | 2,503 | ----- | 483 | 1,682 | ------ | 4,668 |
| Other Ports | 20,321 | 39,844 | 184 | 7,158 | 19,415 | 3,539 | 90,461 |

*U.S. - Includes U.S. Territories

# PORT OF BOSTON IMPORTS

## TWENTY LEADING COMMODITIES RANKED BY WEIGHT
(Short Tons)

| RANK | COMMODITY | CALENDAR YEAR 1954 | CALENDAR YEAR 1953 | CALENDAR YEAR 1952 | CALENDAR YEAR 1951 |
|---|---|---|---|---|---|
| | TOTAL IMPORTS | 4,623,216 | 4,972,908 | 4,958,366 | 5,300,446 |
| 1. | Petroleum Products | 3,087,491 | 3,142,887 | 3,421,542 | 3,359,734 |
| 2. | Sugar | 452,237 | 507,119 | 452,334 | 458,011 |
| 3. | Gypsum | 215,841 | 203,995 | 192,688 | 217,849 |
| 4. | Woodpulp | 115,946 | 137,247 | 76,227 | 118,371 |
| 5. | Wool (all grades) | 78,328 | 122,547 | 143,905 | 227,887 |
| 6. | Lumber | 75,060 | 92,401 | 22,209 | 27,466 |
| 7. | Iron Ore | 60,062 | 62,136 | 64,994 | 145,481 |
| 8. | Iron & Steel Products | 37,809 | 51,967 | 43,296 | 95,090 |
| 9. | Rubber, Crude | 33,029 | 33,392 | 24,752 | 22,065 |
| 10. | Cocoa-beans | 26,954 | 19,410 | 24,001 | 28,226 |
| 11. | Pineapple, Canned | 25,415 | 30,503 | 11,445 | 23,964 |
| 12. | Latex | 25,052 | 26,809 | 7,761 | 11,276 |
| 13. | Coffee | 23,300 | 30,158 | 33,950 | 38,210 |
| 14. | Molasses | 22,476 | 70,449 | 63,149 | 81,131 |
| 15. | Iron Pig | 19,387 | 49,794 | 8,732 | 54,528 |
| 16. | Hides, Skins & Pelts | 18,657 | 24,606 | 25,379 | 33,328 |
| 17. | Sisal | 15,879 | 20,988 | 29,752 | 20,753 |
| 18. | Bagging & Burlap | 13,425 | 12,567 | 14,711 | 20,888 |
| 19. | Woods of Value | 13,394 | 10,452 | 5,570 | 10,124 |
| 20. | Extract, Tanning | 12,637 | 18,983 | 8,921 | 21,192 |

## EXPLANATION OF IMPORT INCREASES AND DECREASES

1. PETROLEUM:

Imports decreased 55,396 tons or 1.8% despite a severe and prolonged winter season and indicated an increased participation in the New England market by natural gas suppliers.

Importations from Netherland West Indies decreased 159,778 tons, from British West Indies 67,728 tons and Mexico 32,978 tons. Venezuela increased its shipments to Boston by 205,088 tons.

2. SUGAR:

Raw sugar importations of 452,237 short tons during 1954 was normal for the post-war years.

A decrease of 54,882 tons or 10.8% was registered as compared to the previous year 1953 which had an abnormal increase of 54,785 tons over the average of previous years.

U.S. territories and foreign countries increased their shipments to Boston over the previous years by the following amounts: Phillipine Islands 6,387 tons, Peru 4,918 tons, Puerto Rico 1,663 tons, Dominican Republic 136 tons. Cuba's shipments decreased 72,174 tons.

3. GYPSUM:

Importations of Gypsum from Nova Scotia increased 11,846 tons or 5.8% over the previous year conforming with a 6% increase in the entire U.S. importation.

4. WOODPULP:

Decreased 21,301 tons or 15% below the year 1953 which recorded an abnormal importation of 137,247 tons necessitated by a scarcity created by a subnormal importation of only 76,227 tons in the year 1952.

The 115,946 tons imported in 1954 can be considered a good average. Decreases were noted from the following countries: Sweden 15,724 tons, Denmark 2,592 tons, Yugoslavia 2,032 tons and Norway 1,481 tons.

5. WOOL:

Importations of all grades of wool were down 36% (44,219 tons) from the year 1953 and 51% below the average tonnage of the five year period 1948-1952. Decrease in wool consumption in the United States accounted for most of the decline in wool imports.

6. LUMBER:

Importations decreased from 92,401 tons in the year 1953 to 75,060 tons in 1954. 1954 tonnage was considerably higher than the 53,132 ton average for the five year period 1948-1952.

7. IRON ORE:

Importations were about normal during 1954 decreasing only 2,066 tons or 3%.

Import of iron ore from Canada, Venezuela and Peru will show a marked increase during the year 1955 replacing domestic ore formerly used by Mystic Iron Works, Division of Eastern Gas and Fuel Associates plant in the Port of Boston.

8. IRON AND STEEL PRODUCTS:

Decreased 14,158 tons or 27%. The decrease in the importation of structural steel could be charged chiefly to the termination of the Korean War and high inventories. This situation continued through the first ten months of the year 1955. However, import orders on hand for November and December indicate an increase which should make 1955 a better year than 1954.

9. COCOA BEANS:

Although cocoa-beans imports increased 38% or 7,544 tons over the previous year, the 1954 tonnage must be considered as a good average.

This return to average was assisted by a reasonable market price which permitted Boston's chief importer and processor to make several volume purchases which forced ships to discharge at Boston.

In the previous year 1953, a highly inflated market limited this importer's purchases to small lots which did not warrant a discharge at the Port of Boston.

Increases over the previous year were noted from the following sources: Dominican Republic 3,670 tons, North Africa 2,284 tons, Netherlands 850 tons, Italy 166 tons, and United Kingdom 101 tons.

10. RUBBER CRUDE:

Importations decreased only 363 tons.

During the first ten months of 1955 as a result of the Port Commission's solicitation, the General Services Administration increased their stockpile routings via Boston.

Total importations during 1955 will show a substantial increase.

11. PINEAPPLE CANNED:

A total of 25,415 tons of canned pineapple entered the Port in 1954 as compared with 30,503 tons in 1953.

This was the second largest yearly shipment of the post-war years exceeded only by abnormally high importations of Hawaiian pineapple and concentrated pineapple juice in the year 1953.

Hawaiian shipments decreased 3,243 tons and Philippine cargoes were down 3,454.

12. LATEX:

Imports were normal registering a decrease of only 373 tons compared to the previous year and still remaining 100% above the average importation for the previous five years. Indonesia's shipments increased by 2,139 tons while Malaya's registered a decrease of 4,510 tons.

13. COFFEE:

Imports decreased 6,858 tons or 22.7% below the year 1953 and approximately 39% below the average post-war year.

The high price of the Brazilian coffee bean resulted in a decreased importation of 7,830 tons compared to 1953's imports. Other foreign sources capitalized on this shortage and increased their shipments over the previous year as follows: Colombia 1,167 tons, South Africa 1,101 tons, Aden 367 tons, and the Dominican Republic 178 tons.

14. MOLASSES:

Bulk molasses which always ranked highly amongst the Port of Boston's imports since the clipper ship days dropped from 70,449 tons in the year 1953 to 22,476 tons in 1954.

A decrease of 47,973 tons or 68% can be traced to one chemical plant's abandonment of the use of this commodity in its production of industrial alcohol.

This plant's molasses storage tanks will be used for the storage of liquid sulphur water-borne from the Gulf of Mexico and recorded in domestic coastwise tonnage statistics.

Decreases in shipments from the following countries were noted: Cuba 29,051 tons, Puerto Rico 12,427 tons, and the Dominican Republic 9,263 tons. Increased shipments arrived from Haiti (1,884 tons) and British West Indies (884 tons).

15. IRON PIG:

Importations dropped from 49,794 tons in 1953 to 19,387 tons in the year 1954. A decrease of 30,407 tons or 68%.

The U.S. consumption of foreign and domestic pig iron decreased 10% from 74,707,744 tons in the year 1953 to 58,662,049 tons in 1954. The six New England states consumed only 243,579 tons of foreign and domestic pig or 0.4% of the entire U.S. consumption.

Australian shipments decreased 43,171 tons while the Netherlands increased their cargoes by 13,099 tons.

16. HIDES, SKINS & PELTS:

Imports decreased from 24,606 tons during the year 1953 to 18,657 tons in 1954.

A loss of 5,949 tons or 24% due to U.S. manufacturers' new found affinity for New England plastics and the opening of many new world markets to the suppliers of these raw materials. Cowhide importations from Argentina and Uruguay decreased 2,107 tons. Sheepskins imports from Australia and New Zealand decreased 1,743 tons and 724 tons respectively.

17. SISAL:

Imports decreased 5,109 tons or 24% below the year 1953.

Commercial importations remained fairly steady but the General Services Administration which had completed its program of emergency stockpile importations had not inaugurated any plan to rotate the existing stockpile as is done with the rubber stockpile.

Chief decreases noted were: South Africa 2,266 tons and the Netherlands 1,057 tons.

18. BAGGING AND BURLAP & JUTE:

Imports remained normal showing a small increase of 858 tons.

19. WOODS OF VALUE:

Imports increased 2,942 tons or 28% over the previous year 1953. Importations of Philippine and Japanese mahogany lumber continued to increase but mahogany logs from West Africa constituted the largest share of increase.

One waterfront industry supplies New England's increasing demands for mahogany lumber used in the manufacture of TV, radio and hi-fidelity musical cabinets as well as household interiors.

West African mahogany log importations increased 3,460 tons over the previous year. Brazilian rosewood and ironwood imports decreased 1,391 tons.

20. TANNING EXTRACT (Quebracho and Wattle Bark):

Importations decreased 6,346 tons or 33% below 1953's entries.

General Services Administration having made substantial importations during the year 1953 completed its defense emergency stockpile program early in the year 1954.

New England's footwear manufacturers' slight defection from tanned leather to plastics must also be charged with part of this decrease in tanning extract.

Argentina suffered the greatest loss with a decrease of 4,257 tons.

PORT OF BOSTON EXPORTS

Leading Commodities for 1954
(2,000 lb. tons)

| Rank | Commodity Code No. | COMMODITY | Calendar Years 1954 | 1953 |
|---|---|---|---|---|
| 1. | 603 | Iron & Steel Scrap | 96,509 | 40 |
| 2. | 103 | Wheat | 58,311 | 97,083 |
| 3. | 107 | Wheat Flour | 27,816 | 16,479 |
| 4. | 450 | Standard newsprint paper | 13,177 | 560 |
| 5. | 632 | Copper alloy forms & scrap | 11,827 | 4,765 |
| 6. | 457 | Paper & mfrs., N.E.C. | 8,372 | 4,143 |
| 7. | 740 | Textile, shoe machinery, parts | 8,198 | 5,156 |
| 8. | 095 | Animal products, inedible, N.E.C. | 7,960 | 2,941 |
| 9. | 555 | Non-metallic minerals, mfrs.,N.E.C. | 7,660 | 6,144 |
| 10. | 350 | Wool manufactures | 7,267 | 2,473 |
| 11. | 620 | Copper ore, concent., scrap | 6,849 | 2,381 |
| 12. | 846 | Chem. specialties,N.E.C. except SC | 6,516 | 3,526 |
| 13. | 513 | Kerosene | 4,972 | None |

| Rank | Commodity Code No. | COMMODITY | Calendar Years 1954 | 1953 |
|---|---|---|---|---|
| 14. | 441 | Woodpulp | 4,472 | 1,695 |
| 15. | 510 | Gas Oil, distillate fuel oil | 4,389 | none |
| 16. | 035 | Dried Milk and Solids | 4,301 | none |
| 17. | 518 | Lube oils, greases except SC | 3,082 | 525 |
| 18. | 065 | Leather and Mfrs. | 2,623 | 3,071 |
| 19. | 617 | Aluminum ores, concent., scrap | 2,546 | 331 |
| 20. | 207 | Rubber manufactures, N.E.C. | 2,408 | 2,334 |
| 21. | 742 | Industrial mach., parts, N.E.C. | 2,243 | 849 |
| 22. | 830 | Industrial chemicals, N.E.C., except SC | 2,138 | 351 |
| 23. | 803 | Coal-tar products except SC | 2,001 | 154 |
| 24. | 380 | Synthetic fibers and mfrs. | 1,931 | 880 |
| 25. | 340 | Wool, unmanufactured | 1,888 | 1,012 |

Source: U.S. Engineers report, part 1.

EXPLANATION OF EXPORT - INCREASES AND DECREASES

1. IRON AND STEEL SCRAP:

Traditional exportation of iron and steel scrap from Boston was resumed in June 1954 and continued through the year 1955.

During the year 1954, 96,509 tons were exported to Europe for rebuilding of industries and military defense programs in the United Kingdom, Netherlands, West Germany and Spain.

2. WHEAT:

Wheat shipments from Boston dropped 38% or 38,772 tons less than the year 1953 while the total of wheat exportations via all U. S. ports decreased 17%. A contributing factor in decrease of wheat shipments through Boston was the impairment of Hoosac Grain Elevator during the period of rehabilitation required as result of hurricane damage.

Three shipments totaling 35,766 tons went to Yugoslavia, two shipments of 13,879 tons to Spain, one shipment of 3,038 tons to Belgium and the balance to the United Kingdom providing the regularly scheduled liner services with bottom cargo lots ranging from 500 to 1,000 tons per shipment.

Boston's decrease can be attributed chiefly to the loss of Canadian wheat exports. In 1953, 1,084,839 bushels of Canadian grain moved through the port but during 1954, only 168,616 bushels. This loss of 916,223 bushels or 27,486 tons follows a similar pattern of decreases experienced by Canadian ports during the year 1954.

Canadian wheat exports dropped from 255,100,000 bushels in the year 1953 to 251,900,000 bushels in the year 1954. In the same period shipments of U.S. Wheat rose to 276,500,000 bushels from 211,400,000 bushels.

3. WHEAT FLOUR:

Increased 11,337 tons or 69% over the previous year. A total of 22,889 tons valued at $4 million originated at diversified Canadian mills and the balance of 4998 tons at Buffalo, New York.

This commodity provided several direct sailings from Boston to West African ports for other New England and Mid-Western manufacturers.

Boston handled 3.5% of all the flour shipped via U.S. ports which had decreased 3% below the previous year.

4. STANDARD NEWSPRINT PAPER:

Increased 12,617 tons over the previous calendar year due to world market conditions, New England mills' increased participation in that market, and the port's ability to provide frequent and regular steamship services.

The Netherlands was our best customer purchasing (via Boston) 5500 tons in the last six months, followed by Germany 2,800, Phillippine Islands 1700, Brazil 800, Belgium 700, Italy 300 and Cuba 250 short tons.

5. COPPER ALLOY FORMS & SCRAP:

Increased 7,062 tons or 67% over the previous year. It was principally non-ferrous scrap destined as follows:

Germany 4800 tons, Italy 1800 tons, Belgium 1300 tons, Japan 1200 tons and England 1000 tons.

6. TEXTILE AND SHOE MACHINERY, AND PARTS:

Increased 3,042 tons or 59% due chiefly to the sales of new and used textile machinery. Prominent among the countries purchasing New England machinery were: Colombia 2400 tons, Brazil 700 tons, Turkey 775 tons, Belgium 425 tons, England 400 tons, Lebanon 256, Netherlands 240, Australia 232, Angola 230 and various others.

7. ANIMAL PRODUCTS, INEDIBLE:

Exportations totaled 7,960 tons compared to the 2,941 tons exported the previous year. These shipments were comprised chiefly of New England tallow and were destined to: Netherlands 3500 tons, Egypt 1888 tons, West Germany 862 tons, Japan 662 tons, Phillippine Islands 244 Tons and others. The total U.S. exportation of inedible animal products decreased 2% below the year 1953.

8. PAPER AND PAPER MANUFACTURES:

Increased by 4,229 tons or 91% over the previous year's total of 4,143 tons.

Newsprint exportations were attached to the port by the creation of direct and express freight ship services to Europe and the inauguration of new steamship services to Cuba and Colombia.

Shipments were made to the following countries:

Philippine Islands 1,824, Belgium 1,365, Union of South Africa 800, Colombia 761, Cuba 726, Netherlands 378, West Germany 242, Korea 175, and others.

9. WOOL MANUFACTURES:

Increased 4,794 tons or 200% over the previous year. Scoured wool and wool tops comprised the heaviest tonnages which were destined as follows:

Italy 4,221 tons, Poland 1,525 tons, Yugoslavia 470 tons.

10. NON-METALLIC MINERALS, MFRS:

Increased 20% or 1,516 tons over the previous year and consisted of 1,773 tons of asbestos from Canada to Japan and abrasive ores to the following countries:

United Kingdom 2,455 tons, Australia 766 tons, Union of South Africa 610 tons, Sweden 341 tons, Netherlands 336 tons, France 284 tons, West Germany 211 tons and others.

11. COPPER, ORE, CONCENTRATES AND SCRAP:

Increased from 2,381 tons in the year 1953 to 6,849 tons in 1954.

The increase was entirely scrap destined to: West Germany 2,522 tons, Japan 2,045 tons, Great Britain 930 tons and the Netherlands 879 tons.

12. CHEMICAL SPECIALTIES:

The increase of 79% or 2,990 tons over the previous year can be attributed to creation of new steamship services which diverted these exports from other U.S. ports to Boston and were distributed as follows: Peru 1,054 tons, Netherlands 753 tons, Brazil 517 tons, Philippine Islands 657 tons, Belgium 410 tons, United Kingdom 370 tons, Cuba 367 tons, France 314 tons, Colombia 296 tons, Japan 241 tons, Lebanon 211 tons and others.

13. KEROSENE:

Increased 4,972 tons or one single tanker cargo to St. John, N. B., and St. Johns, Newfoundland due to a severe and long winter.

14. GAS OIL, DISTILLATE FUEL OIL:

Increased 4,389 tons to St. John, N. B., and St. Johns Nfld.

15. DRIED MILK & SOLIDS:

Increased 4,301 tons and moved during the last six months of the year 1954. The U. S. Department of Agriculture responded to the requests of the Port of Boston Commission and offered this commodity to U. S. welfare agencies operating abroad at the Port of Boston.

It was distributed as follows:

India 2,191 tons, Israel 1,488 tons, Lebanon 426 tons and Egypt 196 tons.

16. WOODPULP:

Increased from 1,695 tons in 1953 to 4,472 tons in 1954 due to agressive marketing on the part of a New Hampshire producer and was sold as follows: United Kingdom 1,904 tons, Philippine Islands 743 tons, Netherlands 661 tons, France 318 tons, West Germany 196 tons, Yugoslavia 113 and others.

17. LUBE OILS AND GREASES:

Increased 2,557 tons over the year 1953. One tanker cargo of 2,586 tons shipped to Canada accounts for this increase.

18. LEATHER & MFRS.

Decreased 448 tons in the year 1954 and was distributed as follows: Philippine Islands 1,072, Belgium 385, Cuba 469, Netherlands 165 and others.

All U. S. exporters experienced stiffer competition in the foreign markets from foreign competitors during the years 1954 and 1955.

19. ALUMINUM ORES, CONCENTRATES & SCRAP:

Export of aluminum scrap increased 2,215 tons over the previous year and was shipped to: Netherlands 1,401 tons, India 369 tons, West Germany 355 tons, Italy 251 tons and others.

20. RUBBER MANUFACTURES:

Increased only 74 tons. A considerable volume of New England rubber manufactures are still moving via other North Atlantic ports. Exportations for the year 1954 were destined to: Philippine Islands 1,804 tons, Cuba 203 tons, Greece 125 tons and others.

21. INDUSTRIAL MACHINERY AND PARTS:

Increased from 849 tons in the year 1953 to 2,243 tons in 1954.

The increase came from a great variety of New England machinery manufactures and some Mid-Western road-building machinery which was attracted to the port by new or direct steamship sailing.

These shipments were destined to:

Belgium 419 tons, Japan 317 tons, United Kingdom 275 tons, Netherlands 183 tons, Brazil 154 tons, Mexico 122 tons and others.

22. INDUSTRIAL CHEMICALS:

Increased from 351 tons in the year 1953 to 2,138 tons in 1954 and were destined to: Brazil 1,178 tons, Argentina 324 tons, Mozambique, East Africa 132 tons and others. The total U.S. exportation of 818,000 tons was 62% greater than the previous year.

23. COAL TAR PRODUCTS:

Increased from 154 tons in the year 1953 to 2001 tons in 1954 and were shipped to the following countries:

United Kingdom 1,013 tons, Netherlands 599 tons, Brazil 333 tons and others.

24. SYNTHETIC FIBERS AND MFRS.:

Increased from 880 tons in the year 1953 to 1,931 tons in 1954 and were destined to the following countries: Italy 940 tons, Union of South Africa 366 tons, Belgium 249 tons, Netherlands 168 tons and others.

25. WOOL UNMANUFACTURED:

The increase of 876 tons over the previous year can be attributed to a single shipment of 769 tons to Yugoslavia. The other shipments went to: United Kingdom 446 tons, Netherlands 233 tons, France 133 tons and others.

## SECTION V

## OPERATION DIVISION

To the Operation Division is assigned the responsibility for the operation of Commonwealth Pier, the research and analysis of equipment necessary to efficient port operation, proper utilization of the facilities of the Commonwealth leased to experienced pier and terminal operators, cargo handling methods and practices, determination as to potential accessorial cargo services such as packaging, marking, crating, storage and handling.

The following tonnage figures apply only to general cargo movement handled through public terminal facilities operated by or leased from the Port of Boston Commission and the facilities of the Boston Army Base and Wiggin Terminals.

### OPERATIONS

During the fiscal year ending June 30, 1955, 1,706,822 tons of cargo in 1,484 vessels were handled at public terminal facilities of the Port of Boston Commission, the Boston Army Base and Wiggin Terminals.

### COMMONWEALTH PIER #5

Commonwealth Pier #5, operated directly by the Port Commission was used principally by three steamship companies on a regular basis, and by other steamship companies on request.

| | Cargo Tons | | Number of Passengers | | | |
|---|---|---|---|---|---|---|
| No. of Vessels | In | Out | In | Out | Total Tons | Total Passengers |
| 164 | 159,434 | 101,605 | 14 | 986 | 261,039 | 1000 |

## CASTLE ISLAND TERMINAL

This terminal was operated under lease by the Luckenbach Steamship Company commencing January 1, 1955. Prior to the above date, Terminal Operators, Incorporated, operated the property.

During the fiscal year, 190 vessels berthed at the terminal, handling 244,144 tons of cargo, including 103,305,762 board feet of lumber.

## HOOSAC PIER #I

This terminal continued under lease to the Mystic Terminal Company, a subsidiary of the Boston and Maine Railroad.

138 vessels berthed at the terminal, handling 200,549 tons of general cargo, including 29,053 tons of grain.

## MYSTIC PIER #1

This terminal continued under lease to the Mystic Terminal Company, a subsidiary of the Boston and Maine Railroad.

148 vessels berthed at this pier, handling 125,588 tons of general cargo.

## MYSTIC PIERS #48, #49, and #50

Mystic Terminal Company, a subsidiary of the Boston and Maine Railroad, operated by agreement with the Port of Boston Commission.

51 vessels were berthed at these piers and handled 67,434 tons of general cargo.

## BOSTON & ALBANY PIERS #1, #3 and #4

These piers are under lease to the New York Central Railroad System, operators of the terminal. Pier #1, recognized as the most modern finger pier in the country, was placed in

service on December 21, 1955.

305 vessels berthed at these facilities handling 225,950 tons of general cargo, including 45,373 tons of grain.

## ARMY BASE

The property, operated by Boston Tidewater Terminal, Inc. for the U.S.Army, is currently undergoing extensive rehabilitation with funds provided by the United States Government and the Commonwealth. By lease agreement, control of the terminal facilities will be transferred to the Port of Boston Commission upon completion of rehabilitation.

463 vessels berthed at this terminal, handling 537,111 tons of general cargo and scrap metal.

## WIGGIN TERMINAL - PIER # 51

This property, privately owned and operated, performs an important function in the port by offering its facilities to the general public.

The terminal accommodated 25 vessels and handled 45,007 tons of general cargo.

## REAL ESTATE

Sale of Commonwealth Lands from July 1,1954 - June 30,1955:

1. George P. Condakes purchased a parcel of land contain- 26,400 square feet of land on Bullock and Claflin Streets, South Boston, for the sum of $26,400.
2. Saratoga Realty Trust (For Stop & Shop Inc.) purchased a parcel of land in South Boston bounded by Claflin, Bullock and D Streets, containing 110,330 square feet, for the sum of $85,000.
3. Margaret M. Mahoney purchased a parcel of land containing 3,500 square feet of land on Summer Street, South Boston, for the sum of $5,950.

Leases of Commonwealth Lands from July 1,1954 - June 30,1955:

1. Agreement between the Commonwealth of Massachusetts and the New York, New Haven and Hartford Railroad was consumated for the use of 1,310,000 square feet in the Commonwealth-Government Railroad Yards in South Boston at an annual rental of $74,000., or 15¢ per car per day stored in the area, whichever amount on a quarterly basis is the greater.

Permits for Rental of Commonwealth Lands from July 1,1954 - June 30,1955:

Permit No. A-206 - U.S. Department of the Navy to use and occupy parcel on Summer Street, South Boston.
Charge: None.

Permit No. A-207 - U.S. Department of the Navy to use and occupy parcel on E and Fargo Streets, South Boston, containing 109,264 square feet.
Charge: None.

Permit No. A-225 - Saratoga Realty Trust (for Stop & Shop Inc.) to use and occupy 110,330 squre feet of land bounded by Claflin, Bullock and D Streets, South Boston, for the period August 20,1954, to January 31,1955.
Charge: $1.00

Permit No. A-226 - Denman Transportation Company to use and occupy 15,000 square feet of land on D Street, South Boston.
Charge: $100. per month.

Permit No. A-228 - Thomas Welby to use and occupy 9,930 square feet of land on Summer Street, South Boston.
Charge: $49.65 per month.

Permit No. A-228A (superseding and cancelling Permit No. A-228) - Thomas Welby to use and occupy land on Summer Street, South Boston, nearer the Viaduct.
Charge: $49.65 per month.

Permit No. A-229 - John Donnelly & Sons to maintain and/or erect advertising billboards on Commonwealth land.
Charge: $100. per month.

Permit No. A-230 - Henry Jenkins Transportation Company to use and occupy area on Summer Street at C Street, South Boston, for the period October 1,1954 to July 15, 1955.
Charge: $10.00 per month.

Leases of Terminal Facilities from July 1,1954 - June 30,1955:

Castle Island Terminal - Luckenbach Steamship Company was granted lease for five years at an annual rental of $105,000. (With adjusted annual rental of $72,500 during the period of repairs).

Port of Boston Commission Agreements in Connection with Operation of Castle Island Terminal.

1. With White Fuel Corporation for twenty years providing easement over their land abutting Castle Island. Cost: $1.00.
2. With South Boston Industrial Track Trustees, to be terminated by mutual agreement, for use of tracks for transportation of freight to and from Castle Island. Cost: $2.00 per car with minimum of $3,000 per annum and a maximumum of $4,500 per annum beginning July 1st of any year. Accrued costs are paid annually by Luckenbach Steamship Company, lessees of Castle Island.

## LABOR MANAGEMENT RELATIONS

As in all major industries, the most valuable resource possessed by an advancing port is the people composing the operating group through whom port business is processed. In labor manpower the Port is fortunate in having skilled and intelligent workers within its various labor organizations.

The Boston Shipping Association in 1955 employed 4700 longshoremen, including checkers and watchmen, represented by the International Longshoremen's Association Independent.

The present working agreement between the Boston Shipping Association and the International Longshoremen's Association Independent includes a provision for arbitration of disputes in event of disagreement. Father John T. Powers, now pastor of Gate of Heaven Church and Our Lady of Good Voyage Chapel in South Boston, is the chosen arbiter of both parties. We take this opportunity to express our deep appreciation to Father Powers for the intelligence, vigor, fairness and unselfish devotion which he has successfully applied to promote understanding between labor and management.

In order to get ships in and out of a major port safely and on schedule, the port must have a reliable towing service supplied by tugboats. These busy little vessels are constantly on the move

in Boston Harbor - called upon day and night to get cargo and passenger vessels to and from their berths. The tugboat's operations require 105 men, each a specialist in a very technical business. In the history of the Port of Boston there has never been a dispute between tugboat labor and management.

The Port and its world-famed fishing industry grew up together. The health of this industry is of constant concern to all port interests -- it is one of the keystones of a healthy harbor economy. The contribution of the fishing industry in vessel crews, processing and movement of fish to interior points constitutes a great many jobs and substantial payrolls poured into the economy of Greater Boston. The result is a solid contribution by the fishing industry to the health of this area.

The public warehouse industry is an essential part of any port. The Port of Boston warehousemen have a tremendous investment in property, employment and tonnage of merchandise handled. The Massachusetts Warehousemen's Association, with 24 members in its Association, is directly engaged in import-export storing and warehousing. These warehousemen employ an average total of 816 persons exclusive of administrative and office personnel.

Statistics relating to overall employment provided by the Port are presently unavailable; however, it is the desire of the Commission to make every effort to obtain such statistics for inclusion in future annual reports.

Direct labor employment provided by the Port includes but is not limited to the following:

| | | |
|---|---|---|
| Truckmen | Ship Suppliers | Weighers and Samplers |
| Railroads | Ship Repair | Craftsmen |
| Pilots | Freight Forwarders | Coal and Oil |
| U.S.Customs | Custom House Brokers | Iron Ore |
| Banks | | Insurance companies |

The above representative employment does not include employment in manufacturing, processing and packaging of import-export commerce.

## SECURITY

The uniformed special State Police of the Port of Boston Commission continue to perform the functions of security and protection of the property of the Commonwealth. Preparatory steps were taken this year to form a Port Security Committee consisting of the Port of Boston Commission and the U.S. Bureau of Customs, stevedores, steamship companies, terminal operators and labor representatives. The purpose of this committee is to establish maximum security on waterfront property against fire, theft and/or sabotage in the interest of port efficiency, and national defense.

## SECTION VI

## ENGINEERING DIVISION

The duties of the Engineering Division include the initiating and preparation of construction and/or rehabilitation plans, mi maintenance and protection of Port of Boston Commission facilities

East Boston Pier No. 1. On December 21,1954, the East Boston Pier No. 1. in East Boston was completed by the Commission and turned over to the lessee, the New York Central System, for operation. The Raymond Concrete Pile Company, the contractor for the substructure and the superstructure of the new pier, completed the pier three months ahead of schedule, at a cost to the Commonwealth

of $4,703,637.12. Since its completion, the Pier has been in continuous use for the handling of general cargo.

This new port terminal is without question the most modern and efficient finger pier in the entire country for the handling of general cargo. This fire-resistant structure covers approximately five acres, and the working area of the transit cargo shed is entirely free of columns, thus allowing unobstructed operations. It replaces the former Commonwealth Pier No. 1 and the Boston & Albany Pier No. 2.

During the winter and spring of 1955, to permit maximum utilization of the new terminal, the Department of Public Works of the Commonwealth awarded a contract for the construction of an access highway from Lewis Street, as authorized under Chapter 623, Acts of 1951. As of June 30, 1955, this terminal road was substantially completed, eliminating existing difficult and congested traffic conditions of truck transportation serving the East Boston waterfront terminals.

Castle Island Terminal. Proposals for operating this terminal were taken by the Commission in the summer of 1954, and a lease consummated with the successful bidder for this facility, the Luckenbach Steamship Company, in December, 1954. The lease is for a period of five years commencing January 1,1955, at an annual rental of $105,000, after the completion of the first stage development of the Terminal at a cost of $1,200,000. During the construction period the rent is abated to $72,500 per year.

The construction of the first stage development of the Terminal is under the direction of the Division of Building

Construction of the Commission on Administration and Finance. The Division of Building Construction has selected a consulting engineer firm for the preparation of the plans and specifications, and it is expected that contracts for several portions of this new development will be let early in 1956.

The development consists of widening and lengthening Transit Shed No. 1; providing offices for the terminal operators in Shed No. 1; repairs to the fender system of Berths 16 and 17; a new system of roads and underground utilities; removal of fire hazards and obsolete structures; replacement of piles and removal of certain railroad tracks. Provision is being made for the continuing unimpeded operation of the Terminal during the construction of the new work. The first stage development is only a part of an overall program to make the Castle Island Terminal one of the most modern and efficient integrated shipping centers in the country.

Modernization of Commonwealth Pier No. 5. In the Capital Outlay Budget for the fiscal year of 1955, the General Court provided the Division of Building Construction of the Commonwealth Commission on Administration and Finance with $1,800,000 for the modernization of Commonwealth Pier No. 5.

The work proposed consists primarily of rehabilitation of the superstructure; increasing the cargo-handling capacity of the pier; improvement of the existing layout of the pier for more efficient truck movement, and replacement of the obsolete power plant to provide lower operating costs. This pier, completed in 1912, was designed primarily to serve rail transportation, whereas cargo is now handled primarily by trucks.

These improvements, when completed, will render this forty-three year old structure modern in every way. Because of sharp increase in building costs since the original appropriation of funds by the General Court, further funds will be required to complete the entire rehabilitation contemplated.

Mystic Terminal Area Road. The Commission concluded arrangements with the City of Boston to construct a new access highway from Medford Street at Terminal Street to the new Mystic Pier No. 1 in Charlestown. The City prevailed upon the Department of Public Works of the Commonwealth to undertake this project on a Chapter 90 basis.

Work on the new access highway from Medford Street at Terminal Street to the new Mystic Pier #1 in Charlestown is now underway. The completion of the roadway will eliminate the present extremely difficult approach to the new pier, and will provide better access for fire fighting equipment to the Mystic Piers.

Mystic Piers #48, #49, and #50.

In the Capital Outlay Budget for the fiscal year 1955, the General Court provided an appropriation of $35,000 for Mystic-Hoosac facilities. The appropriation provides for such repairs as are necessary to maintain Mystic Piers in service.

Mystic Piers #48, #49 and #50, although old, and to an extent outmoded, with necessary repairs and maintenance, have several more years of useful life.

During the rehabilitation program at Army Base and Castle Island, 2 - 3 berths will be deactivated and, therefore, it is vitally necessary to the commerce of the Port that Mystic Piers #48, #49, and #50 be maintained as an auxiliary facility.

Boston Army Base. Work has begun on the Federal Government's rehabilitation project of the Boston Army Base, which will cost a total of $11,000,000, of which amount the Commonwealth has contributed $1,100,000.

This project is under the supervision of the Division Engineer New England Division, Corps of Engineers, United States Army, and is expected to be completed by the Spring of 1957. A lease between the United States to the Commonwealth has been agreed upon for a period of twenty-five years with ten five-year options to the lessee of renewal of facilities comprising the transit buildings and a portion of the warehouse. Completion of the rehabilitation work will place this very important waterfront terminal in first-class condition.

The work consists of replacement of the wharf bulkhead, which is in a dangerous condition, and repairs, rehabilitation and alterations to the transit buildings and appurtenances thereof leased by the Commonwealth.

Hoosac Terminal Facilities Alterations, Improvements and Repairs.

In the Capital Outlay Budget for the fiscal year 1954-1955, the General Court provided the sum of $415,000 to cover the replacement of the badly deteriorated exterior walls of the elevator as a result of high wind storm in November and December of 1953, replacement of obsolete conveyor drives, and rehabilitation of the west office space of the new pier because of settlement caused by abnormal soil conditions. This work is under the Division of Building Construction of the Commission on Administration and Finance and is substantially completed.

During the period required for the replacement of the exterior walls of the elevator, from the time of the initial collapse to the completion of the replacement of the exterior walls, the utility of the elevator has been seriously affected, and an abatement of the rental to the lessee as provided by the lease is necessary. The improvements, alterations and repairs prescribed by said funds will be amortized during the remaining period of the lease of these facilities.

## SHORE PROTECTION, DREDGING AND LICENSES

Functions pertaining to shore protection, dredging and licenses in Boston Harbor were transferred at the request of the Port of Boston Commission to the Department of Public Works, Division of Waterways, by Chapter 568, Acts of 1954. During the fiscal year all the records on these functions were transferred from the Commission to the Department of Public Works.

## EMERGENCY FLOATING OIL BOOM

The emergency floating oil boom across the Chelsea River, as authorized by Chapter 637 of the Acts of 1951 has been completed. Five operational tests have been made. The Commission has turned over the operation of this fire protective device to the City of Boston Fire Department for operation in an emergency, as required by the statute.

## MARINE BORER INVESTIGATION

The study of marine borer activities in the vicinty of the Castle Island Terminal in South Boston was continued during the fiscal year in cooperation with the New England Committee on Marine Piling Investigation. Test panels were sent monthly to the Wm. F. Clapp Laboratories in Duxbury for examination and study.

## CORROSION INVESTIGATION STUDIES

A test station at the East Boston Terminal has been established for protective coatings for steel piles in sea water. Corrosion investigation studies have been conducted at all the new terminals.

## MAINTENANCE

Regular maintenance by the Commission's staff was continued throughout the year. The principal works which were let out to private contractors were:

Commonwealth Pier #5

| | |
|---|---|
| Repairs and inspections to elevators | $3487.44 |
| Pest and rat control | 900.00 |
| Fire alarm system | 245.80 |
| Repairs to power plant | 445.30 |
| Asphalt approaches to trackwell bridges | 300.00 |
| Replacing and repairing light poles - viaduct (hurricane damage) | 343.00 |
| Repairs to roof-headhouse main roof | 730.00 |
| Repairs to skylight | 153.56 |
| Repairing and replacing rear headhouse wall | 2400.00 |

Castle Island

| | |
|---|---|
| Repairs to underground water mains and roadways | |
| Repairs to roadways - hurricane damage | 900.00 |
| Repairs to canopy - Shed #2 | 2610.00 |
| Repairs to roof | 945.00 |
| Repairs to roof | 438.00 |
| Repairs to roof & bldgs. T4-T35-T46 | 222.08 |

Mystic Pier #48

| | |
|---|---|
| Repairs to roof - hurricane damage | 950.00 |

Boston & Albany Piers #3 and #4

Accelerated program of maintenance to sheds, roofs, grain galleries and grain elevator.

Daily inspections were made of property under the jurisdiction of the Commission. Properties include Commonwealth Pier #5, Boston and Albany piers, East Boston, Hoosac and Mystic Piers, Charlestown and Castle Island Terminal.

## FISCAL REPORT

| EXPENDITURES | | 1954 | 1955 |
|---|---|---|---|
| 3140-01 | Administration | 272,971.54 | 205,294.62 |
| 3145-01 | Freight Differential Rates Investigation | | 15,000.00 |
| 3150-01 | Maintenance of Property | 308,087.15 | 318,335.52 |
| | TOTAL OPERATING | 581,058.69 | 538,630.14 |
| 3180-01 | Serial Bonds and Notes | 710,000.00 | 799,000.00 |
| 3180-02 | Interest on Direct Debt | 160,326.75 | 261,218.50 |
| | TOTAL DEBT REQUIREMENTS | 870,326.75 | 1,060,218.50 |
| 3145-02 | Dredging Malden River | 24,410.68 | 2,542.57 |
| 3145-03 | Shore Protection | 91,245.41 | 29,836.36 |
| 3145-04 | Floating Boom, Chelsea River | 24,390.50 | 15,908.32 |
| | TOTAL NON-OPERATING | 140,046.59 | 48,287.25 |
| | TOTAL EXPENDITURE | $ 1,591,432.03 | 1,647,135.89 |

| REVENUE | | |
|---|---|---|
| Rentals, Miscellaneous | 53,858.06 | 39,390.53 |
| Rental, Boston Fish Pier - Pier #6 | 45,000.00 | 45,000.00 |
| Rental, Commonwealth Railroad Yards | 18,750.00 | 15,000.00 |
| Commonwealth Pier #5 | 210,474.93 | 179,452.00 |
| Castle Island | 69,847.53 | 67,750.02 |
| East Boston Piers and Facilities | 98,745.36 | 189,357.24 |
| Hoosac Pier and Facilities | 142,801.56 | 124,940.42 |
| Mystic Pier and Facilities | 171,083.36 | 156,819.85 |
| License Charges | 4,751.21 | |
| Certified Copying Charges | 31.00 | 1.00 |
| Rents, Other | 633.96 | 616.87 |
| Miscellaneous, Other | 23.80 | 2,883.50 |
| Prior Year Refunds | 6.00 | 392.01 |
| TOTAL OPERATING REVENUE | 816,006.77 | 821,603.44 |
| Sale of Land | 51,333.33 | 116,350.00 |
| Interest Accrued on Bonds Sold | 25,318.32 | 26,692.70 |
| Contributions | 47,500.00 | |
| Sales, Other | 730.05 | 43.20 |
| TOTAL OTHER REVENUE | 124,881.70 | 143,085.90 |
| TOTAL REVENUE | 940,888.47 | 964,689.84 |

Financial Statement Verified
Date 12/20/55
By T. J. Sullivan
For the Comptroller
Approved for Publishing
Fred A. Moncewicz
Comptroller